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PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
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NEWS OF THE FAR EAST
given in the
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with which is incorporated the
CHINA OVERLAND TRADE REPORT.
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Hongkong Daily Press.

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Hongkong, 12th February, 1906.

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SODA WATER	1.70
Do. (Bromley bottles)	1.80
POTASH, Seltzer & B.P. Soda	1.80
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DEATH.

On the 11th inst. at his residence No. 51, Elgin
Street, MARIA JOSEFA BARTOLA, widow of the
late MARCIANO ANTONIO BARTOLA, artist, aged
seventy. Deeply regretted. Shanghai papers
please copy.HONGKONG OFFICE: 104, DRA VOUX ROAD C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 13TH, 1906.

It may be said that the attitude of Mr. Lloyd-George, President of the Board of Trade, to the deputation from the Association of British Chambers of Commerce, was non-committal but not easy to understand. The deputation attended in support of the opinion that the preferential treatment accorded by British steamship companies to foreign freight, particularly in connection with shipment to South Africa, Australia, and New Zealand, is injurious to the commercial interests of the United Kingdom. From their point of view, equality of treatment for British shippers is an essential, and they urged the necessity for some steps to secure it. The President of the Board of Trade could not deny that there was a serious grievance; indeed, Sir WILLIAM HOLLAND, M.P., told him it was an old-standing one. He therefore assured the deputation that he realised its Imperial importance. As there are shippers at both ends, it was correct enough to describe them as Imperial interests, and the deputation would naturally be put into a good humour by such a beginning. But when they came to remedies, he said it was a much more difficult matter. It always is. Anybody can feel a pinching sore, but only shoemakers can mend the trouble. In the matter of shipping, there are people who fear that Mr. Lloyd-George is not a good cobbler, although his intentions appear to be good. He had no fear of legislating, he told them, which

was a curious remark for a legislator to make. He believed it was a mistake to interfere with a great industry unless there was an overwhelming case; and thereby must have made some of the shippers wonder when "a serious grievance" connected with "Imperial interests" becomes an overwhelming case. "It was very clear that nothing but legislation or the interference of a Government Department would attain the object", he is reported to have said, and the suspicion that he was marking time becomes almost a certainty. In keeping with the traditions of British statesmanship, he stipulated for official information as to the shipowners' point of view, as so far he had heard only the case for the Colonial and Home traders. Obviously the shipowner should have a hearing, and it is unlikely that he will be "backward in coming forward", although it is improbable that he will attempt to absolutely rebut the statement that there is a *prime facie* case for the charge that British shipowners have been giving something like a bounty on foreign goods. Indeed, after the cases cited in detail by representatives from the Birmingham, Walsall, and other Chambers, Mr. Lloyd-George could scarcely claim that to be a particularly "soundsome admission". It was rather like the remark of a magistrate to a female complainant with a black eye, that she did seem to have been treated in an unbecoming manner by somebody. But the charge of marking time, against the President of the Board of Trade, is further strengthened by his own terminological generosity. He went on to assure these business men that that was a state of things that the Government could not possibly encourage (the Government had received no such request) and "he was not so sure, if it were seriously interfering with trade, that they ought not to take steps to discourage it". He had just been assured by readers that the practice was interfering with trade; he had gone so far as to admit that after going very carefully into the matter he had no doubt that there was a very serious grievance; and yet he, the practical head of a practical department, could only say he was not so sure that they ought not to take steps. We have no record that any member of the deputation murmured, even sotto voce, a recent phrase of Mr. Lloyd-George's letting a natural impatience run away with us if we said on their behalf, "Enough of this foolery." The most hopeful suggestion was that he should invite the Advisory Committee of the Board of Trade to recommend what steps could be taken to provide a remedy. Notwithstanding that he had admitted the grievance, and specifically stated that his difficulty was to think of a remedy, he objected to this suggestion on the ground that the Advisory Committee consisted of traders, without a single shipowner. This was indeed statesmanship extraordinary. A body admittedly competent and admittedly anxious to advise him is to be ignored, because of the absence in it of a representative of the very class which is said to be doing things that he thinks he ought to discourage but does not know how! Does the President of the Board of Trade imagine that shipowners would help to suggest possible steps to be taken against themselves? He certainly cannot be foolish enough to suppose that they will permit their case to remain unheard when hitherto undiscovered remedies are brought forward, so that he cannot raise the plea of "fair play". Why he should so fence with the deputation when he is not hostile to further inquiry is a mystery. However, he will be unable to do so for the SECRETARY of the Association has sent in affidavits, or whatever the form be that evidence has to take to satisfy the Board of Trade of the existence of "a real, substantial grievance". Then the Government will invite the opinion of the shipowners, and afterwards deal with the matter. Thus, however unsatisfactory the President's speech sounds, we may conclude that the position of the shippers has been advanced at least a little way.

The plague return yesterday, eleven cases, only three fatal, brought the total to 762.

Mr. George John Letabure Litton, late H. B. M. Consul at Tongyueh, whose lonely death at the age of 38 we reported some time ago, left estate value £21,131.

The Gazette announces that the King has been graciously pleased to appoint Henry Cockburn, Esq., C.B., to be His Majesty's Consul-General for the Consular District of Corfu, to reside at Scioi.

Another apparent train accident is reported from West Point, where on Monday night a man was found lying between the rails with his face bruised. He was removed to the hospital in an unconscious condition.

The third gymkhana of the season will be held on Saturday next.

It appears we have shortly to welcome a new English contemporary, the *Canton Daily News*, which is announced to start on July 1st. Herr Malade, a gentleman well known to German newspapermen in North China, is the founder.

The Lords of the Admiralty have sanctioned the proposal to erect a memorial in Chatham Dockyard chapel to Paymaster W. G. Littlejohns, of the *Hecla*, who was recently drowned by the capsizing of a boat on the China Station.

The London *Daily Telegraph*, discussing the threatened I. M. C. change, presumed that the two new officials were Sir Robert Hart's subordinates, and mentions that "the Chinese authorities have always maintained" that he is a servant of the Chinese Government.

The Madrid journals believe that the attempt of Moral to kill their Majesties on their wedding day was associated with an "international" plot, but the Government are of the opinion that Moral acted alone. How it could possibly motor, whether the outrage was attributable to one madman or several, is not explained.

A Chinese thief, as the outcome of a midnight adventure, is at present in the hospital suffering from a fractured skull. He had entered a house at 221, Queen's Road West and was detected stealing some garment by the occupant. He attempted to escape by the veranda, but he fell over and landed in a rie-cha, from which he rolled to the ground, being injured as stated.

The cartoonist of the *Teibou* ought to take a trip to Hongkong, remarks an old China hand, enclosing a picture drawn to show how he led round with restrictions repatriation for the coolies. Underneath in what our correspondent calls "pidgin English as she is wrote in a Redhead Bag" It is rather terrible, as may be seen by our faithful copy here following: "Me wantache go backer T'Chin, but this way go no chop"!

A minute was passed by a representative meeting of the Society of Friends of Yorkshire, held last month at Leeds, regarding "a profound regret at the action of the Indian Government in manufacturing and fostering the manufacture of opium on an enormous scale for purposes of indulgence in China and the East." The minute adds: "The probability of the trade except for medicinal purposes by Japan by New Zealand, and by the Australian Commonwealth, and its severe restrictions in the Transvaal and the Philippine Island, bring home to us afresh the inconsistencies of the traffic under the aegis of the British Empire." Copies of the minute are being forwarded to the Prime Minister, to the Secretary of State for India, and to the Yorkshire members of Parliament.

Mr. Killy, an official, was recently more candid than discreet in a public address he gave. He said: "You have heard of the Gaelic League, and now I will tell you as clearly as I can what it wants to do. We want to reverse the engines in favour of our own language, and in favour of our own country—to make the Irishmen speak their own language in their shops and houses. We want to do away with English influences. We were forced to give up our own language in order that this country might become a happy hunting ground for the foreigner. That is what a great country always does when they conquer a small one—they take away their language in order that they might more easily rule the conquered. God never intended that we should speak the English language. I know a lot of our young boys feel the want of not knowing Irish to day. If we had our own language the English people would be unable to do the business of this country."—*Colonial Nationalist*, March 31st.

The application made by the mine-owners to the Supreme Court of the Transvaal for an interdict restraining Mr. Jamison, the Superintendent of Chinese Labour, from posting up the repatriation notice, judgment upon which was reserved previously, was decided on May 9th in favour of the Government. The Chief Justice found that the Ordinance did not contemplate restricting Mr. Jamison's right of entry into the compounds to the purpose of carrying out the duties specified in section 3. It might be necessary, he held, in view of outrages committed by Chinese, to curtail the liberty of the latter by erecting barriers. It might also be necessary for Mr. Jamison to enter the compounds to protect the rights of labourers, to explain the working of the restriction, and to attend to matters relating to their welfare. Neither under English nor under Roman-Dutch law was the communication of the repatriation notice illegal.

The record of the Prince of Wales as a traveller is a truly formidable one. His three years' cruise on the *Buccaneer* took him practically everywhere by sea, while convenient pauses in port enable him to make journeys inland in some of the most interesting parts of the world. The sea-mileage for the tour was sufficient to twice circumnavigate the globe and leave a surplus for a voyage to America and home again. That, however, was little in excess of the distance covered during the *Opium* tour. That good ship carried the party over 78,000 miles; there were trips in other vessels aggregating more than 300 miles, and travel by train mounting up to 12,000 miles. Altogether that trip of 5,718 miles to the travel record of the Prince and Princess. It involved the delivery of four-score and six speeches by the Prince, the laying of upwards of a score of foundation-stones, the inspection of more than 6,000 troops, the distribution of 4,329 war medals, and of seven-score titular honours; and, not the least item, the exchange of hand-shakes with no fewer than 35,000 people.

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TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

FURTHER OUTBREAKS IN RUSSIA.

LONDON, June 12th.
Military and agrarian outbreaks have occurred in Russia.

FAMINE IN INDIA.

LONDON, June 12th.
Famine is impending in Eastern Bengal. Riots have taken place.

NATAL REBELLION.

LONDON, June 12th.
It is believed that the rebellion in Natal has been crushed.

[REUTER'S SERVICE.]

THE NATIVE TROUBLE IN NATAL.

LONDON, June 10th.
Dinizulu has expressed a wish to come to Petermaritzburg to interview the Governor, but owing to ill-health he is sending his trusted Indians.

The Government has accepted the offer of the Indian community to supply a Bearer Company:

RESULT OF THE GRAND PRIX.

LONDON, June 10th.
1. Spearpoint.
2. Brisebois.
3. Sturm.

THE TRIPLE ALLIANCE.

LONDON, June 10th.
The Emperor Franz Joseph receiving the Austro-Hungarian Delegates referred to the German alliance, which, he said, owing to its defensive character, was a valuable guarantee of peace. The visit of the Kaiser had again placed on record the friendly relations between Germany and Austria-Hungary, and he was equally frank in the relations with the other ally, Italy.

GREAT BRITAIN AND SERVIA.

LONDON, June 10th.
On the retirement of the regicides, Great Britain has agreed to the appointment of a Servian Minister to London.

(N.C. Daily News Service.)

THE HOME-GOING MINISTER.

Tokyo, June 8th.
Sir Ernest Satow leaves to-morrow by the P. M. S. Siberia.

RAILWAYS AND MINES IN SOUTH MANCHURIA.

Tokyo, June 8th.
An Imperial Ordinance has been gazetted authorising the formation in South Manchuria of a Railway Joint Stock Company with registered shares to be exclusively opened to Japanese and Chinese and their Governments for investment.

The company is to operate railways and coal-mines and various properties attached thereto. It will have a Governor and Vice-Governor appointed by Government, and directors and auditors appointed by the shareholders. The head office will be at Tokyo and there is to be a branch office at Taliens (Takay). A committee appointed by the Government will have charge of all affairs pending the organisation of the company, the capital of which will be 150,000,000 yen.

POLICE COURT.

Tuesday, June 12th.

BEFORE MR. C. D. MELBOURNE (SECOND POLICE MAGISTRATE).

ALMOST A MISCHIEF OF JUSTICE.

A Chinaman was charged with having caused an obstruction.

Evidence had been heard at some length and the case had almost concluded, when the man in the dock denied that he was the defendant in that case. The police sergeant who prosecuted then discovered that that was so, and the man was accordingly discharged.

BRITAIN'S TRADE RIVALS.

AMERICA CATCHING UP.

The value of the exports from the United Kingdom, Germany, and the United States to China and South America are compared in a parliamentary return just issued by the Board of Trade.

The exports to China, spending Hong Kong:

From United Kingdom Germany U.S.A.

Average 15 years 27,673,000 21,549,000 22,003,000

Average 1892-99 21,944,000 21,177,000 1,323,000

Average 1900-04 9,022,000 2,891,000 5,320,000

This table shows that during the past decade British trade increased 29.2 per cent., German 81.8, and American 157.6.

Exports to Argentina:

From United Kingdom Germany U.S.A.

Average 1892-99 1,569,000 1,419,000 1,961,000

Average 1892-99 1,711,000 2,110,000 1,323,000

Average 1900-04 2,725,000 3,330,000 2,572,000

The foregoing table shows the increase of trade during the decade to have been: United Kingdom, 38.2; Germany, 122.1; United States, 100.5.

Exports to all South America:

From United Kingdom Germany U.S.A.

Average 1892-99 1,569,000 1,419,000 1,961,000

Average 1892-99 1,711,000 2,110,000 1,323,000

Average 1900-04 2,725,000 3,330,000 2,572,000

The value of the exports from the United Kingdom, Germany, and the United States to South America increased 29.2 per cent., German 81.8, and American 157.6.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on June 12th at the Board Room. The Hon. Dr. F. Clark (president) presided, and there were also present—Dr. Pearce, M.O.H., Hon. Mr. A. W. Brewin, Hon. Mr. W. Chatham, Dr. Macfarlane, Hon. Mr. E. A. Hewett, Lieut.-Col. Sparkes, Mr. A. Shelton Cooper, Mr. H. Humphreys, Mr. Lau Chu-pak, and Mr. G. A. Woodcock (secretary).

CONFIDENTIAL OR OTHERWISE.

Mr. HEWETT—Before you proceed with the regular business of the meeting, I would like to ask, is there any particular reason why papers Nos. 3 and 4 should be treated as confidential?

The PRESIDENT—Nos. 3 and 4 contain the advice of the law officers of the Crown.

Mr. HOOKE—Notwithstanding that, I think it is a matter of such general interest that the public should be informed of the minutes and the discussion that may arise thereon. I don't know whether it is for the President or the Board to say what shall be confidential.

The PRESIDENT—It is simply an instruction from the Government some years ago that papers containing the opinion of the law officers of the Crown should not be made public. To the best of my recollection, it was an instruction received some six or eight years ago.

Mr. HOOKE—Do you consider this instruction binding on you?

The PRESIDENT—Yes.

Mr. HOOKE—Therefore you would rule out of order any motion that they be considered in public?

The PRESIDENT—The instructions are that the opinions of the law officers of the Crown are not to be published.

Mr. HOOKE—Would you rule a motion by me that the matter be discussed in public out of the grounds you have stated?

The PRESIDENT—Yes, I should, pending further instructions from the Government.

Mr. HOOKE—I would like that recorded on the minutes.

Mr. HEWETT—Would it not be possible to have the papers dealt with openly but not making the legal opinion public?

The PRESIDENT—It is impossible to discuss that without discussing the law officers' opinion.

After examination of the papers,

The PRESIDENT said, I don't see any objection to these particular papers being dealt with in public.

Mr. HOOKE—That will meet my case!

The matter then dropped.

MARKET PRICES.

The committee appointed to investigate certain complaints in regard to the publication of market price lists reported: We have investigated Dr. Pearce's complaint of April 24th that the market list published by the *South China Morning Post* on the previous day did not correspond with the Inspector of Markets' list, and we attach a statement which shows the prices returned by the Inspector, the prices published by the *Morning Post* of Monday, April 23rd, and the prices published by the *Daily Press* on Saturday, April 21st, from a similar list. From this statement it would appear that in thirty-three items the *Morning Post* differs from the Inspector's list, while there are nine differences between the Inspector's list and that published by the *Daily Press*.

We are satisfied that there was no intentional alteration of the figures by the newspaper, and that such discrepancies as exist have been the result of printer's errors, non-delivery of corrected lists, etc. We recommend that—The publication of the list be continued, as we believe that it serves a useful purpose. It should be signed by the Inspector of Markets as heretofore, and with a view to avoiding mistakes in future we further recommend that the Inspector of Markets should be personally responsible for compiling the list, and should not relegate the duty to a subordinate. The Inspector should send his list to the Secretary of the Board every Tuesday morning, and a copy of this list should be sent to each English newspaper from the Sanitary Board Office as soon as possible, the Inspector's list being kept on file for three months. A statement should be added to the end of the list to the effect that the prices necessarily vary from day to day, and that the Sanitary Board has no power to compel stall-holders to sell at the prices quoted.

The PRESIDENT—I beg to move the adoption of the report, and in doing so I should like to take the opportunity of stating that I am satisfied that the misunderstanding which arose in reference to the non-signature of the list by the Inspector of Markets was due to an oversight and was not in any way an intentional slight on the Board. The M.O.H., with whom I have discussed the matter, explained to me and I verified his statement that in his original report to the Board he stated that he had provisionally instructed the Inspector of Markets to cease signing these lists. When the matter came before the Board the wording of the resolution was such perhaps that that instruction should have been withdrawn once.

Mr. HOOKE—It was through a misunderstanding that it was withdrawn, and when a week or two later the matter was brought up again I thought that it would be better not to again commence signing these lists and then perhaps the Board decide they should not be signed. That would lead to an inconsistency which would be undesirable and it was thought better to leave it alone until the Board decided what course should be pursued in future. The committee recommend that the publication of the list, which was begun in 1867, should be continued. I am sure it is of considerable value to many. The committee therefore recommend that the list should be signed as heretofore by the Inspector of Markets. We have suggested certain methods which we hope will obviate mistakes, except perhaps printer's errors which no one can guard against.

The Hon. Mr. CHATHAM seconded, and the motion was carried.

LIME-WASHING PROCEDURE.

Correspondence relative to lime-washing procedure was submitted.

Dr. MACFARLANE wrote that he visited certain premises and found the lime-washing not to his satisfaction. The bye-laws stated that it had only to be done to the satisfaction of the Board, and as he was not on the committee appointed by the Board for lime-washing he did not see how he could give a decision for the Board.

The SECRETARY, in reply, pointed out that the committee only dealt with applications for exemption.

Dr. MACFARLANE then asked if he was to understand that the "lime-washing" in the bye-laws meant in Kowloon, lime-wash to his satisfaction. He would like to have that clear, as undoubtedly opinions varied as to what was or was not satisfactory lime-washing.

The SECRETARY—The question raised by the A.M.O.H. has never, so far as I am aware, been considered by the Board and I should like to have a ruling as to whether the present procedure is satisfactory. The procedure is as follows:—(1) The notices from the owners stating that the lime-washing has been done are passed to the District Inspectors for report.

(2) When the report shows that the lime-washing has not been done satisfactorily, a letter is sent.

(3) After a reasonable time has been allowed for the work to be done the senior inspectors then report whether the lime-washing has been satisfactorily done.

(4) In Kowloon if the Senior Inspectors report that the work is still not satisfactorily done, the premises are visited by the A.M.O.H. and if he is not satisfied a prosecution is instituted.

Owing to the fact that there are 10 health districts in Hongkong as against two in Kowloon the M.O.H. cannot make this final inspection and consequently legal proceedings are instituted when the lime-washing is not done to the satisfaction of the Senior Inspectors.

There are thus five standards of lime-washing in Victoria, and in order to obtain as far as possible a uniformity of requirements as to lime-washing in Victoria I would suggest that the Inspection Committee be re-appointed and that the inspections take place every two months instead of as formerly every three, and that a report on the lime-washing be embodied in the general report of the committee. The Secretary concluded with a suggestion, an arrangement of the staff in view of his suggestion being adopted.

The PRESIDENT stated that he understood the question of lime-washing would be dealt with by the Commission, and advised that things be left as they are until a decision in the matter had been arrived at. He added that the arrangement of the Inspectors' work should be left to the M.O.H.

The SECRETARY—I have noted your instructions that the Secretary should not make suggestions to the Board relative to the arrangements of the Inspectors' work. May these papers now be circulated for a ruling from the Board in connection with the lime-washing procedure?

The PRESIDENT—Please circulate the Standing Orders made by the Board as recently as December, 1903, laying down that the M.O.H. "shall direct and superintend the work of the Sanitary Inspector" and that the Sanitary Inspector "shall act generally under the instructions of the M.O.H."

It will lead to endless confusion if other officers of the Department send in recommendations as to how the Inspectors' work is to be distributed—unless they do so in consultation with the M.O.H. I have already referred your suggestions to Inspector Wetherell, and he thinks that, for the present, the arrangements which exist should not be altered. The question of the re-appointment of the Inspection Committee of the Board is another matter altogether, and the present members may be glad to be reminded of its previous existence.

Mr. HOOKE—I minuted a question whether any inspector is capable of saying what constitutes good or inferior lime, but he is capable of judging whether it has been properly put on or not. Our lime-washing regulations open the door to more abuses than any other, and several years of enforcement have failed absolutely to show that they are of the slightest utility in checking plague. The Indian Government do not recommend lime-washing as a preventative measure against plague. The Medical Officers of this Board admit that it has no value as a disinfectant and only uphold it on the ground that it is "conducive to cleanliness." Even for this purpose, lime-washing requires to be properly done. If there is no lime the lime soon peels off the walls, and if the proper quantity of lime is present, it is a question for the bacteriologist to say whether size is not one of the best of all media for breeding germs and therefore a positive danger in plague-stricken districts. If the plague-stricken districts are theory is sound, and the Government of India, but most of the members of this Board, including myself, believe that it is, why do we authorise, woodwork, and debris from plague-stricken houses, which may contain swarms of plague-stricken fleas, to be dumped on our public thoroughfares? Might not this be the means of spreading plague to non-infected persons and houses? I would like to see the lime-washing regulations expunged from the bye-laws altogether. This could easily be done if the walls of Chinese houses were rendered in cement and the floors were of cement concrete. Any periodic cleaning that was considered necessary could be done as now by the Sanitary Board and done effectively, cheaply and without damage to property. It would cost the landlord a little more to build houses of this sort, but his hand would not always be in his pocket afterwards, and the door to many abuses would be closed for ever. I appeal to the members of this Board

to say whether a change such as I have indicated is not calculated to prove beneficial in every respect. No rat could get into a house except up the stairs—he certainly could not brood in it when there unless there were empty barrels or boxes lying about. I should have laid my views on the subject of lime-washing before the Commission only Mr. Pollock, the late chairman, informed me in reply to a question that the utility or otherwise of lime-washing would not be dealt with by the Commission.

Mr. SHELTON HOOKE—The question of lime-washing should be fully discussed. I consider the Secretary fully within his rights in making any suggestion to the Board. Does the President admit that the Standing Orders made by the Board in December, 1903, can be enforced by the Board?

Mr. LAU CHU-PAK—Such a committee is necessary if the lime-washing work is to be continued. I agree with Mr. Humphreys that the bye-laws open a door to many abuses and should be modified. As regards the Secretary's right in making a suggestion for the consideration of the Board, I think he has that right.

Mr. HOOKE—I should like you to reply to my minute, Mr. President.

The PRESIDENT—It is a technical question which I should like to refer to the law officer of the Crown to get a definite ruling on.

Mr. HOOKE—With regard to that question, it is just as well for me to state, Mr. President, that I think you will probably be asked to express your opinion on that point before the Commission on a later occasion.

The PRESIDENT—There is no recommendation in these papers that an inspection committee of the Board be appointed. Such committees have existed before; and there is no reason why they should not exist again and make such inspection of property as they might deem desirable. We are all extremely busy men and being on such a committee would involve a large amount of time, so I am somewhat diffident in moving the adoption of this committee, but the people who think very strongly that it should exist would probably like to see it on.

Mr. HOOKE—What would be the duty of an inspection committee?

You said there was one instance before which was appointed by the Board.

The PRESIDENT—Yes, the Board has power to appoint a select committee.

Mr. HOOKE—I don't quite understand the use of establishing a committee like this. It

appears to me that if some dispute arose between an inspector and an owner of property the M.O.H. or other officer could check what the inspector had done and if matters were then unsatisfactory the owner of the property could refer the matter to the Board to be dealt with, with its merits.

The PRESIDENT—That is exactly my view, but the Board don't see eye to eye with me in this matter. There is an officer of the Sanitary Department who devotes the whole of his time to lime-washing, and a suggestion has been put forward that a committee should be appointed to devote its time to the work, and that the inspector should do other work. Personally, I think the suggestion is foolish one, and I think it is folly because it emanated from an officer who does not supervise the detail work of the outside department. I did not wish to speak of it at all, but must say a few words now that Mr. Hewett sees my point. The district inspectors attend to some of the lime-washing, and what cannot be done by them was done by Inspector Wetherell. Inspector Wetherell has now gone on leave, as the whole thing ends in smoke. He devoted the whole of his time, six or eight hours a day, to certain work, and it has been suggested by one of the officers of the Board that a committee should attend to that work. The folly of it is that the medical officer who arranges the details of the work of inspectors was not consulted in any way.

Mr. HOOKE—I don't think I can allow all that to pass, because Mr. Woodcock made a recommendation without consulting the medical officer. He is an officer who has had several years' experience, and any recommendation from him is worthy of consideration. I did not gather in the first place what the duty of the inspection committee was, but now I quite agree with you that it would be foolish to appoint a committee of the Board to take upon themselves duties which would necessitate them going round town inspecting property for seven or eight hours a day. That could not have been in anybody's mind, but I think there would be no harm in the appointment of a committee to deal with any disputes that may occur between sanitary inspectors and owners of property as to the quality of lime-washing, and I don't think any member would object to the appointment of such a committee.

The PRESIDENT—That is a different matter. Mr. HOOKE—Sandy there must be some misunderstanding. I recollect a committee existing in 1867, of which Mr. Oskorby and I were members. It used to visit various parts of the town in order that members might acquaint themselves with the manner in which sanitary work was done, and as far as I can gather all Mr. Woodcock suggested was that they should inspect lime-washing at the same time.

The PRESIDENT—Pardon me, that is not so.

Mr. HOOKE—I did not intend it to be.

Mr. HOOKE—I minuted a question whether any inspector is capable of saying what constitutes good or inferior lime, but he is capable of judging whether it has been properly put on or not. Our lime-washing regulations open the door to more abuses than any other, and several years of enforcement have failed absolutely to show that they are of the slightest utility in checking plague. The Indian Government do not recommend lime-washing as a preventative measure against plague. The Medical Officers of this Board admit that it has no value as a disinfectant and only uphold it on the ground that it is "conducive to cleanliness." Even for this purpose, lime-washing requires to be properly done. If there is no lime the lime soon peels off the walls, and if the proper quantity of lime is present, it is a question for the bacteriologist to say whether size is not one of the best of all media for breeding germs and therefore a positive danger in plague-stricken districts. If the plague-stricken districts are theory is sound, and the Government of India, but most of the members of this Board, including myself, believe that it is, why do we authorise, woodwork, and debris from plague-stricken houses, which may contain swarms of plague-stricken fleas, to be dumped on our public thoroughfares? Might not this be the means of spreading plague to non-infected persons and houses? I would like to see the lime-washing regulations expunged from the bye-laws altogether. This could easily be done if the walls of Chinese houses were rendered in cement and the floors were of cement concrete. Any periodic cleaning that was considered necessary could be done as now by the Sanitary Board and done effectively, cheaply and without damage to property. It would cost the landlord a little more to build houses of this sort, but his hand would not always be in his pocket afterwards, and the door to many abuses would be closed for ever. I appeal to the members of this Board

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Mr. SHELTON HOOKE—The question of lime-washing should be fully discussed. I consider the Secretary fully within his rights in making any suggestion to the Board. Does the President admit that the Standing Orders made by the Board in December, 1903, can be enforced by the Board?

Mr. LAU CHU-PAK—Such a committee is necessary if the lime-washing work is to be continued. I agree with Mr. Humphreys that the bye-laws open a door to many abuses and should be modified. As regards the Secretary's right in making a suggestion for the consideration of the Board, I think he has that right.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding &c., should be addressed DAILY PRESS only, and special business matter, THE MANAGER.

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JUST UNPACKED.

A CONSIGNMENT of the well known PLASMON BISCUITS. They contain 20 per cent. of PLASMON and are more easily digested and afford greater nourishment and sustenance than any other. PLASMON raises the actual flesh forming value of food to a high and trustworthy degree. An essential food for those who abstain from meat. They are made in three varieties.

Sweet, Plain (unsweetened), Wholemeal.
H. NUTTOW-JEL.
Hongkong and Kowloon.
Hongkong, 13th June, 1906. [124]

APARTMENTS WANTED.

ONE or TWO FURNISHED ROOMS (with Cooking Convenience) by Married Couple and Child in Kowloon. Terms must be moderate.

"C."

Care of "Daily Press" Office.
Hongkong, 13th June, 1906. [124]

HONGKONG GYMKHANA CLUB.

THE THIRD MEETING of the Season will be held at the HAPPY VALLEY on SATURDAY, 16th instant, commencing at 4 p.m.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

The Committee invite the Ladies of Hongkong to be present.

Post Entries will be accepted for Events Nos. 2 and 4.

C. G. MACKIE,
Hon. Secretary.

Hongkong, 13th June, 1906. [124]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"Zaida," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., TUE-DAY, the 13th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 13th June, 1906. [124]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "NICOMEDIA," FROM PORTLAND (OR), YOKOHAMA, KOREA AND MOJI.

THE above Steamer having arrived in Port, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery from alongside.

Cargo remaining on board or impeding discharge after 6 p.m., THURSDAY, June 14th, will be landed and stored at Consignees' risk and expense.

Torn, chafed or otherwise damaged Cargo will be examined at the Company's Godown at 11 a.m., June 14th.

No Fire Insurance will be effected.

S. SILVERSTONE,
Acting General Agent.

Hongkong, 12th June, 1906. [125]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

"SS. LOTHIAN," FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., a Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 11th inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODD WELL & CO., LIMITED.

Agents.

Hongkong, 12th June, 1906. [124]

G.S. "TOURANE"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and/or Dordogne, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 a.m. TUE-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 18th June, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before 18th June, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 18th June, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 11th June, 1906. [125]

NEW ADVERTISEMENT

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING,"

Captain A. E. Hodges will be despatched for the above Ports TO-MORROW, the 14th inst., at 1 p.m., instead of as previously advertised.

For Freight or Passage, apply to DOUGLAS LA PRAIK & CO., General Managers.

Hongkong, 12th June, 1906. [124]

AUCTION.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED,

On THURSDAY, the 28th June, 1906, at 11 a.m., at the Hongkong and Kowloon Wharf and Godown Company's premises, Kowloon,

COMPLETE CEMENT FACTORY, originally intended to be put up as the Kwantung Cement Factory, but landed in Hongkong on account of the Russo-Japanese War, will be sold, by order of the proprietor, Mr. Hereditary Honorary Citizen Anatoly Charlampiw with Telukow, of Saigaweo.

The Plant of this Cement Factory, which has been fitted out with the latest technical inventions for manufacturing Cement, by the dry system, consists among others of—

LOCOMOTIVES ... (Wolf, Magdeburg).

MILLING MACHINES ... (Smidt, Copenhagen).

COOLING INSTALLATIONS (Atlas Fabr.)

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TRUCKS, &c. ... (Orenstein & Koppel).

... &c. ... &c.

All in the whole plant is very nearly the same as the Factory Klijnsdorff, near Malmö, in Sweden.

Specifications of the Machines and Accessories as well as any further information may be obtained from—

SIEMSEN & Co.

Hamburg & Hongkong,

and J. LAWRENCE BUNNELL,

in St. Petersburg,

Wenshi Olow,

4 Linie, Haas No. 5,

as well as from the Auctioneers, Messrs.

HUGHES & HOUGH,

Hongkong, 28th May, 1906. [125]

OFFICES in KING'S BUILDING and YOUNG BUILDING.

GODOWN in PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in EIPON TERRACE.

FLATS in MORLET TERRACE.

"HAYTOR" — The PEAK.

Immediate possession.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st March, 1906. [124]

TO LET.

TO LET.

TO LET.

TWO GODOWNS, at East Point, close to the Water, suitable for the Storage of

the Cargo.

Apply to—

JARDINE, MATHESON & CO.

Hongkong, 20th January, 1906. [256]

OFFICE TO LET.

IN ALEXANDRA BUILDINGS.

Apply to—

A. S. WATSON & CO., LTD.

Alexandra Buildings.

Hongkong, 23rd April, 1906. [121]

TO LET.

NO. 2 MACDONNELL ROAD.

GODOWN (Small) No. 32, Praya East.

Apply to—

COMPRADORE'S DEPARTMENT,

Nippon Yusen Kaisha.

Hongkong, 3rd June, 1906. [120]

TO LET.

THREE LARGE GODOWNS, in the

Praya East. Formerly in the occupation of

the Mikuni Busean Kaisha.

Apply to—

H. N. MODY,

Victoria Buildings.

Hongkong, 10th May, 1906. [105]

TO LET.

NO. 3 CONDUIT ROAD. Electric Light

fitting, installed. Possession from 1st

September, 1906.

Apply to—

H. M. H. NEMAZED.

Hongkong, 9th June, 1906. [122]

TO LET AT KOWLOON.

5, ROAD. Four Rooms, Kitchen &c.

Well and Completely Furnished. Possession on

Wednesday, 13th instant.

PERCY SMITH & SETHI,

5, Queen's Road Central.

Hongkong, 9th June, 1906. [123]

TO BE LET OR SOLD.

With Immediate Possession—in Wanchai Road.

GODOWN, Built of Brick with Tiled Roof,

just thoroughly repaired, about 4,000

square feet space, concrete flooring. Suitable

for storage of any kind of merchandise.

Apply to—

"K."

Care of "Daily Press" Office.

Hongkong, 30th May, 1906. [117]

TO LET.

SEVEN EUROPEAN HOUSES, late

18th CENTURY, SHENHAN (PEKING).

having Twelve Rooms, viz.—1 Large Dining

Room, 1 Reception Room, 10 Bed-Rooms with

SHIPPING.

ARRIVALS.

APPALACHEE, British steamer, 12th June, from Canton.

BINE-THUAN, French str., 833, D. Henry, 12th June—Saigon 7th June, Rice—Bradley & Co.

CHITONE, Chinese steamer, 12th June, from Canton.

WALPERS OF INDIA, British str., 3,632, E. Beetham, P.N.C., 12th June—Vancouver 21st May and Shanghai 9th June, Mail and General, C. P. & Co.

CHIQUIN, French str., 1,696, Amaranth, 11th June—Haiphong 8th June, Ballast—Messageries Maritimes.

HATCHING, British str., 1,267, Hadding, 12th June—Fouchou 9th June, Amoy 14th and Swatow 17th, General Douglas Lapraik & Co.

LEONARDO, British steamer, 12th June, from Canton.

LEONARD, British str., 2,244, Morris, 12th June—Moj 5th June, General, Shaw & Co.

LOOMIS, British str., 1,192, A. E. Sandbach, 11th June—Manila 8th June, General—Jardine, Matheson & Co.

LUTTAN, British str., 4,550, Williamson, 12th June—New York and Singapore 6th June, General—Dedwell & Co.

MARINA, British str., 1,168, J. Minssen, 12th June—Bangkok 5th June, Rice and Wood—Butterfield & Swire.

NEPTUNIA, German str., 2,803, G. Moesener, 12th June—Portland (Or.) and Moji 6th June, General—P. & A. S. Co.

ONSHAN, British str., 2,779, D. Christie, 12th June—Calcutta 27th May, Coal, Jardine, Matheson & Co.

PETRAUCH, German str., 1,252, R. Hatje, 12th June—Saigon 7th June, Rice and General—Sandor, Wieler & Co.

TAMER MARE, Japanese str., 3,892, C. H. Batt, 11th June—Yokohama via Ports both May, General—Nippon Yusen Kaisha.

WOSANG, British str., 12th June—from Canton.

ZALDA, British str., 3,200, A. Rait, R.N.R., 11th June—Strids, 6th June, General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE

June 20th.

Amico, German str., for Haiphong

Chingay, British str., for Manila

Wesing, British str., for Swatow.

DEPARTURES

June 11th

CAPI, Italian str., for London

HONGKONG, French str., for Haiphong

KWANGHUA, Chinese str., for Canton

June 12th

APENNADE, German str., for Hohenzollern

ANDREW JACKSON, Ger str., for Bangkok

CHINA, American str., for San Francisco

CHIYANG, British str., for Shanghai

HUICHOW, British str., for Tientsin

KUICHAO, British str., for Canton

KUTUNG, British str., for Caleutta

KWONGSANG, British str., for Canton

MINNEAPOLIS, Amer str., for Seattle

SHANGHAI, British str., for Shanghai

SALAZIE, French str., for Europe

TAMING, British str., for Manila

TOURANG, French str., for Shanghai.

SHIPPING REPORTS

The British str. *Manda* reports: Moderate wind and sea.

The British str. *Zalda* reports: Fine weather with light winds and sea.

The British str. *Hatching* reports: Fresh S.W. monsoon and high weather.

The French str. *Tourang* reports: Encountered in the Indian Ocean a light S.W. monsoon. From Saigon to port high weather with a light S.W. monsoon.

VEHICLES PASSED ANJER.

May 25, British str. *Islander*, Wright May 25, from Singapore for Christmas Island.

May 27, Dutch str. *Maling*, Klyn, April 11, from Rotterdam for Batavia.

May 27, British str. *Pandit*, MacLeenan, from Calcutta for Tandjung Priok.

May 29, Dutch str. *Soombaw*, Penang, April 21, from Yau-tien for Batavia.

VESSELS ON THE BERTH

COMPAGNIE DES CHARGEURS REUNIS.

FOR CALLAO (PERU).

THE Company's Steamship

"AMIRAL EXELMANS"

5,500 Tons, Captain E. Gona, will be despatched as above TO-DAY, the 13th inst., at 4 P.M.

Also taking Passengers and Freight to Ports of Chile and South of Central America, if sufficient indemnity offered.

For further particulars as to Passage and Freight apply to

G. DE CHAMPEAUX, Agent.

(Messageries Maritimes Co.)

Hongkong, 8th June, 1906. 1231

THE EAST ASIATIC CO. LTD., COPENHAGEN.

NOTICE.

STEAM FOR COENPHAGEN AND BALTIK PORTS.

THE Steamship

"AMBODIA."

Ready to load on or about WEDNESDAY, the 13th June.

"NORDKAP."

Ready to load on or about Middle of July.

For Freight, apply to

THE EAST ASIATIC CO. LTD.,

"MELCHERS & CO."

Agents.

Hongkong, 25th May, 1906. 1141

FOR SINGAPORE & CALCUTTA

THE Steamship

"LOMBARD."

will be despatched for the above Ports TOMORROW, the 14th inst., at Noon.

For Freight, apply to

SHewan, Tomes & Co., Agents.

Hongkong, 13th June, 1906. 1237

BROCKLEBANK LINE TO THE FAR EAST.

STEAM TO SINGAPORE AND CALCUTTA DIRECT.

THE British Steamship

"GAKWAI."

will leave for the above ports TOMORROW the 14th inst., P.M.

For Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 8th June, 1906. 1234

NOTICE.

"SILVERSTONE."

Acting General Agent.

Hongkong, 12th June, 1906.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Masters to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION VESSEL'S NAME FLAG & SIG. DEPTH CAPTAIN FOR FREIGHT APPLY TO TO BE DESPATCHED

DESTINATION	VESSEL'S NAME	FLAG & SIG.	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	DONGOLA	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	On 16th inst., at Noon
LONDON & ANTWERP	PALAWAN	—	—	A. F. Street	P. & O. S. N. Co.	About 20th inst.
LONDON & ANTWERP	BENLOMOND	Brit. str.	—	H. Henderson	GIBB, LIVINGSTON & CO.	About 19th inst.
LONDON, AMSTERDAM & ANTWERP	DECALION	Brit. str.	4 m.	—	BUTTERFIELD & SWIRE	On 16th inst.
LONDON, AMSTERDAM & ANTWERP	AJAX	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 3rd July.
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 17th July.
LONDON, AMSTERDAM & ANTWERP	PENROSE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 31st July.
MASSILLES, &c., VIA PORTS OF CALL	OCEANIA	Fren.str.	—	Couture	MESAGIERIES MARITIMES	On 20th inst., at 1 P.M.
MASSILLES, &c., VIA PORTS OF CALL	PREUSSEN	Brit. str.	k. w.	R. Meyer	MELCHERS & CO.	On 20th inst.
MASSILLES, &c., VIA PORTS OF CALL	ALDALUMA	Ger. str.	k. w.	Schmidt	HAMBURG-AMERIKA LINIE	On 25th inst.
MASSILLES, &c., VIA PORTS OF CALL	ALHINIANA	Ger. str.	k. w.	von Hoff	HAMBURG-AMERIKA LINIE	On 20th July.
MASSILLES, &c., VIA PORTS OF CALL	ALBANIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 20th Aug.
MASSILLES, &c., VIA PORTS OF CALL	ALBESIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	Quick despatch.
MASSILLES, &c., VIA PORTS OF CALL	ALBESIA	Ger. str.	k. w.	Lüning	HAMBURG-AMERIKA LINIE	On 20th inst.
MASSILLES, &c., VIA PORTS OF CALL	ALBESIA	Ger. str.	k. w.	Müller	MELCHERS & CO.	On 20th inst.
MASSILLES, &c., VIA PORTS OF CALL	ALBESIA	Ger. str.	—	Tschumovich	SANDER, WIELER & CO.	On 24th inst.
MASSILLES, &c., VIA PORTS OF CALL	ALBESIA	Ger. str.	—	Wilkes	SHewan, Tomes & Co.	On 20th inst.
MASSILLES, &c., VIA PORTS OF CALL	ALBESIA	Ger. str.	—	—	MESAGIERIES MARITIMES	To-day, at 4 P.M.
MASSILLES, &c., VIA PORTS OF CALL	ALBESIA	Ger. str.	—	—	MELCHERS & CO.	On 26th inst., at Neon.
MASSILLES, &c., VIA PORTS OF CALL	ALBESIA	Ger. str.	—	—	McArthur	On 27th inst.
MASSILLES, &c., VIA PORTS OF CALL	ALBESIA	Ger. str.	—	C. C. Talbot, R.M.	GIBB, LIVINGSTON & CO.	On 27th inst., at Noon.
MASSILLES, &c., VIA PORTS OF CALL	ALBESIA	Ger. str.	—	K. Okura	P. & O. S. N. Co.	On 23rd inst.
MASSILLES, &c., VIA PORTS OF CALL	ALBESIA	Ger. str.	—	J. T. Laing	OSAKA SHOSEN KAISHA	To-morrow, at Daylight.
MASSILLES, &c., VIA PORTS OF CALL	ALBESIA	Ger. str.	—	C. L. Daniel	JAVA-CHINA-JAPAN LINIE	Quick despatch.
MASSILLES, &c., VIA PORTS OF CALL	ALBESIA	Ger. str.	—	—	OSAKA SHOSEN KAISHA	To-morrow, 10 A.M.
MASSILLES, &c., VIA PORTS OF CALL	ALBESIA	Ger. str.	—	—	OSAKA SHOSEN KAISHA	On 24th inst., at 10 A.M.
MASSILLES, &c., VIA PORTS OF CALL	ALBESIA	Ger. str.	—	—	OSAKA SHOSEN KAISHA	To-morrow, 10 A.M.
MASSILLES, &c., VIA PORTS OF CALL	ALBESIA	Ger. str.	—	—	OSAKA SHOSEN KAISHA	To-morrow, 10 A.M.
MASSILLES, &c., VIA PORTS OF CALL	ALBESIA	Ger. str.	—	—	OSAKA SHOSEN KAISHA	To-morrow, 10 A.M.
MASSILLES, &c., VIA PORTS OF CALL	ALBESIA	Ger. str.	—	—	OSAKA SHOSEN KAISHA	To-morrow, 10 A.M.
MASSILLES, &c., VIA PORT						

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

JOINT SERVICES.

MONTHLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	TO SAIL	DATE
GLASGOW and LIVERPOOL	"PATROCLUS"	On 14th June	
GLASGOW and LIVERPOOL	"PING-SUEY"	On 21st June	
GLASGOW and LIVERPOOL	"ORESTES"	On 28th June	
GLASGOW and LIVERPOOL	"DANFA"	On 5th July	
GLASGOW and LIVERPOOL	"ASTYANAX"	On 12th July	
GLASGOW and LIVERPOOL	HOMEWARDS.		
LONDON, AMSTERDAM and ANTWERP	"DEUCALION"	On 19th June	
GENOA, MARSEILLES and LIVERPOOL	"HYSON"	On 26th June	
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 3rd July	
LONDON, AMSTERDAM and ANTWERP	"PROMETHEUS"	On 17th July	
GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 20th July	
LONDON, AMSTERDAM and ANTWERP	"PING-SUEY"	On 24th July	
Taking cargo for Liverpool at London rates.			
TRANS-PACIFIC SERVICE.			

Opening in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FOR	STEAMERS	TO SAIL	DATE
PICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, VIA	"OANFA"	On 7th July	
NAGASAKI, KOBE and YOKO-HAMA			
WESTWARD.			

FROM	STEAMERS	TO SAIL	DATE
PICTORIA, SEATTLE, VICTORIA, & PACIFIC COAST	"TEUCER"	On 12th July	
For Freight, apply to—			

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 24th May, 1906.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL	DATE
SHANGHAI	"KUIKTANG"	On 13th June	
AMOY, MANILA, CEBU & ILOILO	"SUNGKUANG"	On 14th June	
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIERS, & CHANGSHA	"TEAN"	On 19th June	
TOWNSEND, BRISBANE, SYDNEY and YELBOURNE			

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REFUGED SALON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 8th June, 1906.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Cap'tain. Sailing Date.

LYRA	4,437	G. V. Williams	On 3rd July.
SHAWMUT	9,006	E. V. Roberts	On 27th July.
TREMONT	9,006	T. W. Garlick	On 22nd August.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw ss. "SHAWMUT" and "TEEMONT" are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures sea-ness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

BODWELL & CO., LIMITED,

GENERAL AGENTS.

Hongkong, 20th April, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO. S.S.	LEAVING	THURSDAY, 14th June,
KOBE (DIRECT)	"DAIJIN MARU"	THURSDAY, 14th June,	
TAMSUI VIA SWATOW AND AMOY	K. OKAWA	AT DAYLIGHT	
TAMSUI VIA SWATOW AND AMOY	JOSHIN MARU	SUNDAY, 17th June,	
ANPING VIA SWATOW AND AMOY	T. OHTA	11.00 A.M.	
SHANGHAI VIA SWATOW AND AMOY	DAIGI MARU	SUNDAY, 24th June,	
SHANGHAI VIA SWATOW AND AMOY	S. TAGAMI	10.00 A.M.	
SHANGHAI VIA SWATOW AND AMOY	MAIZDZURU MARU	THURSDAY, 14th June,	
SHANGHAI VIA SWATOW AND AMOY AND FOOCHOW	MURAKI	11.00 A.M.	
SHANGHAI VIA SWATOW AND AMOY AND FOOCHOW	"SHOSHU MARU"	TUESDAY, 19th June,	
SHANGHAI VIA SWATOW AND AMOY AND FOOCHOW	T. NISHI	A.M.	
SHANGHAI VIA SWATOW AND AMOY AND FOOCHOW	"TAISHAN"	THURSDAY, 14th June, at 10 A.M.	

These steamers have excellent accommodation for First-class Passengers, and are fitted throughout with electric light. Unrivalled Table.

Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office.

Hongkong, 9th June, 1906.

T. ARIMA, Manager.

IMPERIAL GERMAN MAIL LINES.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

PREUSSEN

WEDNESDAY, 20th June

WEDNESDAY, 27th June

WEDNESDAY, 3rd July

WEDNESDAY, 10th July

WEDNESDAY, 17th July

WEDNESDAY, 24th August

WEDNESDAY, 31st August

WEDNESDAY, 14th September

WEDNESDAY, 21st September

WEDNESDAY, 28th September

WEDNESDAY, 4th October

WEDNESDAY, 11th October

WEDNESDAY, 18th October

WEDNESDAY, 25th October

WEDNESDAY, 1st November

WEDNESDAY, 8th November

WEDNESDAY, 15th November

WEDNESDAY, 22nd November

WEDNESDAY, 29th November

WEDNESDAY, 6th December

WEDNESDAY, 13th December

WEDNESDAY, 20th December

WEDNESDAY, 27th December

WEDNESDAY, 3rd January

WEDNESDAY, 10th January

WEDNESDAY, 17th January

WEDNESDAY, 24th January

WEDNESDAY, 31st January

WEDNESDAY, 7th February

WEDNESDAY, 14th February

WEDNESDAY, 21st February

WEDNESDAY, 28th February

WEDNESDAY, 6th March

WEDNESDAY, 13th March

WEDNESDAY, 20th March

WEDNESDAY, 27th March

WEDNESDAY, 3rd April

WEDNESDAY, 10th April

WEDNESDAY, 17th April

WEDNESDAY, 24th April

WEDNESDAY, 1st May

WEDNESDAY, 8th May

WEDNESDAY, 15th May

WEDNESDAY, 22nd May

WEDNESDAY, 29th May

WEDNESDAY, 5th June

WEDNESDAY, 12th June

WEDNESDAY, 19th June

WEDNESDAY, 26th June

WEDNESDAY, 3rd July

WEDNESDAY, 10th July

WEDNESDAY, 17th July

WEDNESDAY, 24th July

WEDNESDAY, 31st July

WEDNESDAY, 7th August

WEDNESDAY, 14th August

WEDNESDAY, 21st August

WEDNESDAY, 28th August

WEDNESDAY, 4th September

WEDNESDAY, 11th September

WEDNESDAY, 18th September

WEDNESDAY, 25th September

WEDNESDAY, 1st October

POST OFFICE NOTICES.

The *Delta*, with the English mail of the 18th May, left Singapore, on Saturday, the 9th inst., at noon, and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on the 17th April, and the parcel mails sent in London for despatch by the all sea route on the 9th of May, and for despatch overland on the 16th of May.

MAIL WILL CLOSE

FOR

Singapore, Penang and Colombo

Nagasaki, Kobe and Yokohama

Macao

Sydney

Hollow and Pakket

Amoy, Shantou and Rangoon

Bangkok

Singapore and Calcutta

Swatow, Amoy and Foochow

Haiphong

Macao

Cob and Hilo

Bangkok

Bangkok

Macao

Kukkiang

Manila

Manila, Iloas Island, Cooktown, Cairns

Townsville, Brisbane, Sydney, Hobart

Launceston, New Zealand, Melbourne

Adelaide and Perth

Manila

Singapore, Penang and Calcutta

EUROPE, &c., India via Tutiocin.

(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)

Supplementary mail on board up to the time fixed for departure of the mail.

Extra Postage 10 cents)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

The Parcel Mail closes on Friday, the 13th inst., at 5 p.m.

Macao

Kukkiang

Shanghai, Moji, Kobe and Yokohama

Macao

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO

(Supplementary mail on board up to the time fixed for departure of the mail.

Extra Postage 10 cents)

EUROPE, &c., India via Tutiocin.

(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

TEA

Malaya, Cheriton, Samarang, Sourabaya and Macassar

Nippon Maru

Empress of India

Takao

Trikat

TOMORROW

Extraordinary General Meeting, Hongkong Club, Club House, 5 p.m.

COMMERCIAL.

CLOSING QUOTATIONS

June 12th.

ON LONDON.—

Telegraphic Transfer 2.11

Bank Bills, on demand 2.11

Bank Bills, at 30 days' sight 2.14

Bank Bills, at 4 months' sight 2.17

Credits, at 4 months' sight 2.17

Documentary Bills, 4 months' sight 2.17

ON PARIS.—

Bank Bills, on demand 2.64

Credits, at 4 months' sight 2.68

ON GERMANY.—

On demand 2.15

ON NEW YORK.—

Bank Bills, on demand 5.1

Credits, 60 days' sight 5.1

ON BOMBAY.—

Telegraphic Transfer 1.60

Bank, on demand 1.64

ON CALCUTTA.—

Telegraphic Transfer 1.60

Bank, on demand 1.64

ON SHANGHAI.—

Bank, at sight 1.72

Private, 30 days' sight 1.73

ON YOKOHAMA—On demand 1.60

ON MANILA—On demand—Peso 10^{1/2}

ON SINGAPORE—On demand 12 p.m.

ON BATAVIA—On demand 12^{1/2}

ON HAIPHONG—On demand 21 p.m.

ON SAIGON—On demand 21 p.m.

ON SINGAPORE—On demand 6.04

SOVEREIGN, Bank's Buying Rate 9.50

G. & L. LIAF, 100 fine, per tael 49.80

BAR SILVER, dr. oz. 300.

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. str. *Delta* left Singapore for this port on the 9th inst., at noon, and is due here on the 13th inst., about 9 p.m.THE O. & C. str. *Orion* left Yokohama on the 5th inst., and is due here on the 16th inst.The P. & C. str. *Minchuria* left Yokohama on the 12th inst., and is due here on the 23rd inst.

THE GERMAN MAIL.

The I.G.M. str. *Seydlitz* left Colombo on Saturday, the 4th inst., p.m., and may be expected here on or about Wednesday, the 20th inst., a.m.

MERCHANT STEAMERS.

The s.s. *Marmaris* is due here on the 13th instant.The J.C.J. Lin str. *Tripuras* left Macassar for this port on the 5th inst., a.m.

For speed here or on about the 13th inst.

The str. *Indra* left Singapore on Thursday, the 7th inst., and is due here on or about the 13th inst.The H.A.I. str. *Borussia* from Hamburg left Colombo for this port on the 5th inst., and may be expected here on the 15th inst., a.m.The J.C.J. Lin str. *Tripuras* left Kobe via Moji and Amoy for this port on the 2nd inst., and may be expected here on or about the 16th inst.The N.Y.K. str. *Shinano Maru* (American Line) left Kobe via Moji and Shanghai on the 7th inst., and is expected here on the 16th inst.The Indo-China str. *Siaziang* left Calcutta for this port via the Straits on the 2nd inst., and may be expected here on or about the 18th inst.The N.Y.K. str. *Ceylon Maru* (Bengal Line) left Kobe for this port on the 7th inst., and is expected here on the 19th inst.

VESSELS IN DOCK.

JOINT STOCK SHARES.

Hongkong, June 12th.

COMPANY. PAID UP QUOTATIONS.

Alahambra \$200 \$100.

Banks— Hongkong & Shai. \$125 \$80, buyers London, 291.10.

National B. of China & Shares 25 \$28.

Bell's Asbestos E. A. 12s. 6d. \$74, buyers.

China-Asbestos Co. 12s. 6d. \$74, buyers.

China Light & P. Co. 10s. \$62.

China Provident 10s. \$60.

Cotton Mills— Ewo. 10s. \$74.

Hongkong 10s. \$74, sellers.

International 10s. \$74, sellers.

Loochung Mow. 10s. \$60.

Soysho. 10s. \$60.

Dairy Farm \$6.

Deeks and Wharves H. & W. Wharf. 10s. \$102, sellers.

H. & W. Dock. 10s. \$102, sellers.

New Army Dock. 10s. \$102, sellers & rel.

Eng. Co. Ltd. 10s. \$102.

Shai & H. Wharf. 10s. \$102.

Fenwick & Co. 25s. \$22, sellers.

G. Island Cement. 10s. \$28.

Hongkong & G. Gas. 10s. \$175, buyers.

Hongkong Electric. 10s. \$15.

Hongkong Hotel Co. 10s. \$180, sellers.

Hongkong Ho Co. 10s. \$240, buyers.

Hongkong N. Waterboat. 10s. \$29, sellers.

Insurance—

Canton 10s. \$300, sellers.

China Fire 10s. \$300, sellers & buy.

China Traders 10s. \$25.

Hongkong Fire 10s. \$300, buyers.

North China 10s. \$85.

Union 10s. \$300, buyers.

Yangtze 10s. \$175.

Land and Building—

Hongkong Land 10s. \$118, sellers.

Hampshire's Estate 10s. \$114, sellers.

Kowloon Land & B. 10s. \$30.

Westland Building 10s. \$60.

Mining—

Charbonnages 10s. 24s. \$100, abdominal.

Kauba 10s. 10s. \$24, buyers.

Philippines Co. 10s. \$61.

Refineries—

China Sugar 10s. \$100, sellers.

Luzon Sugar 10s. \$25.

Steamship Companies—

China and Manilla 10s. \$20, buyers.

Douglas Steamship 10s. \$40, buyers.

H. & M. & M. 10s. \$25, buyers.

Indo-China S. N. Co. 10s. \$27, buyers.

Shell Transport Co. 10s. \$40, buyers.

Star Ferry 10s. \$21.

Do. Now. 10s. \$21.

Shanghai & H. Dyeing 10s. \$30.

South China N. Post 10s. \$20, sellers.

South Laundry Co. 10s. \$10, sellers & rel.

Stoves & Dispensaries 10s. \$10, sellers & rel.

Tobell & Co., Wm. 10s. \$10, sellers.

Watkins 10s. \$10, sellers.

Watson & Co. A. S. 10s. \$124, sellers.

United Asbestos 10s. \$8.

Do. Founders 10s. \$10, \$160.

VERNON & SMYTH,

OPIUM.

June 12th.

Quotations are— Allow no. to 1st cutty.

Dawn New 10s. 930 to — per pound.

Dawn Old 10s. 1830 to —

Dawn Older 10s. 1030 to —

Ferden fine quality 10s. 1000 to —

Fatum extra fine 10s. 900 to —

Fatum New 10s. 765 to — per chest.